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CENTRAL INTELLIGENCE AGENCY

25X1 REPORT

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**INFORMATION REPORT**

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SUBJECT "Pafawag" Railroad Construction  
Plant in Breslau. 25X1

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1. The plant was formerly known as the "Winke-Hoffman" Corporation.  
It is now designated as the Państwowa Fabryka Wagonów, or  
"Pafawag" at BRISLAW (P52/C41). It has become a nationalized Polish  
enterprise \*

2. Production includes railroad cars of the following types:\*\*\*

Freight cars	Sleepers
Special cars	Liners
Coaches	Tenders
hailway Mail cars	Streetcars.

3. There was a total monthly production of 416 cars during the first  
quarter of 1946. The second quarter production was 818 cars.  
Production reached a high of 916 cars during the third quarter. \*\*\*

4. Present production includes coaches, special cars, tenders, and  
more than seven hundred coal cars.

5. The plant area totals 13,800,000 square feet, of which  
1,000,000 square feet are built-up.

6. Plant installations include: \*\*\*\*

a. The foundry, which contains the following

(1). Iron and steel foundry with the following equipment:  
2 Bessemer converters (volumetric capacity 2.5 tons each)  
4 Cupola furnaces with charging part. Smelting  
capacity per furnace - 5 to 8 tons per hour.  
Foundry ladles.

(2) A mechanical molding shop equipped with:  
Hand and hydraulic machines for iron castings vibrating  
machines for producing molds in the casting of large  
parts for locomotives and railroad car construction.

(3) A hand molding shop producing special parts of small and  
medium size.

(4) A dry sand molding shop producing locomotive cylinders.

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- (5) A loam-molding shop producing large castings.
- (6) A dressing shop.
- (7) Conveying machinery consisting of:
- 8 traveling cranes
  - 1 suspension track with ladles
  - 9 rotary cranes
  - 1 railroad track running north to south through the workshop.
- (8) A brass foundry, which produces armatures and fittings, bearings for locomotives and railroad cars, valves, faucets and small parts. It is equipped with three Baumann furnaces.
- (9) A cleaning shop, equipped with a pneumatic chisel and sand blasting apparatus.
- (10) Buildings housing the foundry management, the chemical laboratory and the mechanical test station.
- (11) Buildings housing the pattern-making shop, the wash rooms and the dressing rooms.
- b. The hammer mill, which is equipped as follows:
- 21 six and ten cwt hammers for drawbars, brake connecting rods and standard levers.
  - 1 sixteen cwt hammer for slide-valve siderods, eccentric rods and pedestal binders.
  - 1 twenty cwt hammer for brake crossbeams and connecting link parts
  - 1 thirty cwt hammer for driving rods, base plates, etc.
  - 1 sixty cwt hammer for very heavy machine parts.
  - 4 drop hammers, falling weight 300 to 2,700 kg, for drop forgings.
  - 2 pneumatic hammers with attached electric motors, falling weight 75 kg.
  - 1 forging press with a working pressure of 400 kg.
  - 1 horizontal forging machine.
  - 1 bending roll.
  - 9 trimming presses.
  - 2 open-hearth furnaces producing 8,000 kg per shift
  - 1 blast engine installation
  - Special machines for manufacturing dies and steel hammers ("Einschläge") needed in the forge.
  - 1 stamping machine for shearing plate edges.
  - 110 coal furnaces
  - 7 round furnaces
  - 21 hearth furnaces
  - rotary cranes.
- c. The boiler forge and locomotive construction shop, covering an area of 184,000 square feet, is built in seven sections with a three-section center part and includes the following departments:
- (1) Boiler construction having the following equipment:
- Milling and planing machines, including a combined milling and planing machine covering an area of 800 square feet and complete with three stands of 1 milling cylinder and 1 cutting plane each.

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4 plate edge planing machines.  
Electric drilling machines.

(2) Spring and copper forge equipped as follows:

Cutting machines  
Annealing machines  
Spring rolling machines  
Chamfering machines  
Spiral coiling machines  
Leaf spring presses  
Straightening and bundling machines  
Testing machines  
Stamping machines  
Forge for tooling copper pipes for manometers  
Brass instruments and wiring  
Steel pipes for super-heaters and heat accumulators

(3) Tender construction shop producing tenders, water tanks for locomotives, and fuel tanks. This consists of the following:

Finishing shop  
Varnishing shop  
Assembly shop for narrow gauge locomotives

(4) Miscellaneous departments:

A corrugated sheet iron shed housing electric bloom shears.  
2 dumps for iron parts. These dumps were equipped with two gantry cranes spanning the entire dump.

a. The general engineering works includes the "small engineering works", housed in a shop extending from north to south through the entire center of the plant for 820 feet, not including the annexed depot, and the "large engineering works".

(1) Included in the "Small engineering works" are the following departments:

(a) Department 1, equipped with drilling machines, planers, lathes and slotting machines and producing small parts for engine construction.

(b) Department 2, a lathe shop for mass and single production.

(c) Department 3, manufacturing gear wheels and beveled wheels, equipped with vertical and horizontal milling machines.

(d) Department 4, consisting of a shaping machine shop and thread and profile milling shop.

(e) Department 5, equipped with lathes for red brass fittings, turret lathes, and automatic screw cutting lathes.

(2) The "large engineering works" handles the construction of diesel engines in the annex of the main workshop. It also served for the assembly of engines and is equipped with test stands with hydraulic friction brake and electric dynamo machines, underground fuel tanks, and machine tools.

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3. The following also form a part of the general engineering works:

(a) Construction of flue-gas preheaters and superheater systems and the tooling of large dies for the pressing works and of new machine tools for plant requirements.

(b) The works included the following sections and equipment:

- Assembly for large engines
- Planer for large cylinders and bayonets
- Drilling machines for large cylinders and bayonets
- Lathes for large size crank shafts
- Face-plates for facing fly wheels and wheel rims up to 20 feet in diameter
- Lathe shop for small work pieces
- Milling shop for small work pieces
- Planing shop for small work pieces

(c) The machine tools are operated by either group or single drive.

(d) The following conveying machinery was installed in the large works:

- 7 electric traveling cranes
- 1 crane, loading capacity 40,000 kg
- 1 crane, loading capacity 30,000 kg (2 crane hooks)
- 3 cranes, loading capacity 25,000 kg
- 1 crane, loading capacity 15,000 kg
- 1 crane, loading capacity 10,000 kg
- 6 small traveling cranes with 5,000 kg loading capacity

(e) The three-story model workshop, used for wooden models of all engines and apparatuses, includes depots, coke sheds and sand sheds.

e. The power station included:

- (1) Old boiler house.
- (2) New boiler house.
- (3) Steam generating plant (heating surface 42,500 square feet; pressure, 12 to 14 atm. gauge) in the hammer mill. The following equipment was installed:

- 5 vertical tube boilers with superheater and economizer
- 6 water tube boilers with superheater and economizer
- 5 turbo-dynamos, 7,800 kws.
- 2 steam dynamos, 500 kws
- 3 three-phase DC transformers, 2,400 kws
- 1 equalizing dynamo, 500 kws
- 1 storage battery, 100 amp
- 1 steam turbo compressor, 13,000 cubic meters, of 7 atm. gauge compressed air per hour
- 1 coal dump, 200 x 80 feet
- 1 grab crane, 40 tons per hour
- 1 underground coal bunker with a volumetric capacity of 360 cubic meters and equipped with a platform conveyor capable of carrying 40 tons per hour
- 8 above ground bunkers (new boiler house) with a volumetric capacity of 40 cubic meters each. Equipped with a pendulum type bucket conveyor with a capacity of 40 tons per hour.

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1 above ground bunker for ashes. Volumetric capacity 45 cubic meters. It was equipped with an electric suspension railway capable of carrying 20 tons per hour.

1 underground bunker (old boiler house), with a volumetric capacity of 120 cubic meters and equipped with a shaking trough, bucket elevator and distributing spiral conveyor with total capacity of 5 to 6 tons per hour.

f. The main administration building, a five story building with two lateral annexes in the center, includes the following:

- (1) Central administration.
- (2) Technical offices
- (3) Commercial offices.
- (4) Offices of the management.
- (5) Blueprinting station.
- (6) Photo department.

g. The railroad car construction department includes 3 workshops each covering an area of approximately 143,000 square feet, extending from north to south in the plant in the following order:

Workshop I: Assembly shop for railroad and street-car coaches.

Workshop II: Finishing shop at the eastern end of the shop.  
Cartwrights shop at the western end of the building.  
Varnishing and assembly shop for iron superstructures in the center of the building.

Workshop III: Hammer mill in the western part. This department is equipped with steam hammers, light and heavy presses, and punching machines.  
Shop for the construction of under-carriages and frames in the eastern part.  
Open iron dump equipped with a traveling crane extending the entire length of the dump, 690 feet. The crane has a range of 100 feet and a load capacity of 5,000 k.  
There is a new workshop for the construction of underframes.

(1) The yards between the different workshops are equipped with electric sliding platforms and tracks for the electric plant railroad.

k. The iron working shops are 820 feet long and cover an area of 67,800 square feet. They are equipped with metal working machines for inside and outside fittings, axle bushings, etc. and with lathes for axles and shafts.

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i. Other workshops, listed below, are in a three-story building at the western side of the railroad car plant.

Tinsmiths workshop

Lathe shop

Color mills

Locksmiths shop

Depot

Several carpenter shops for manufacturing ledges and frames and interior decorations

Saddlery, for manufacturing upholstered seats.

j. The steam boiler installation includes four water tube boilers and a water tower situated at the southwestern corner of the plant. There is a 1,000 foot iron bridge connecting the MOCHBERN (P 52/C 41) Plant and the POEPELWITZ Plant near BRESLAU.

7. Five thousand, seven hundred and sixty-three men were employed on 1 August 1948.

8. Raw materials were supplied from BRESLAU/WROCLAW "Berg-und Huettten Aktiengesellschaft Slaskie Kopalniet Cynkownie, Spółka Akcyjna".

9. Plants which furnished the supplies were as follows:

"Spółka Akcyjna Ferrum, Kattowitz-Zawodzie

"Kawadzki"

HALAPANE (P 51/T 01) Special Steel Works

OLELWITZ (Q 51/Y 37) Steel Tube Works

"Ramienolomy Blachowka"

HERISCHDORF Engineering Works

10. Products were delivered only to the Polish State Railroad.

25X1A [ ] Comment: Before the war the "Linke-Hoffman" Plant had the following three main departments:

a. Railroad car shops, producing freight cars, special cars, coaches, streetcars, motor rail cars, sleepers, diners and saloon cars.

b. Locomotive construction shops, producing main line and feeder line locomotives operated by steam, oil and electricity, and locomotive tenders.

c. Engine construction shops producing diesel engines, stationary steam boiler installations, mining machines and caterpillar tractors.

25X1A [ ] Comment: Wartime production included tanks, guns and V2 tails, which was a special bottleneck in V2 production.

25X1A [ ] Comment: Production figures cited in this report have frequently been confirmed by the press. The reported monthly output of 700 to 900 coal cars, in addition to other cars, locomotives, and large and small engineering products, is probably exaggerated.

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25X1A [ ] Comment: The Soviets dismantled part of the plant after the war. The dismantled machines and many of the German workmen were transferred to TISLIS.

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